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706CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORTCOUNTRY **Rumania**
SUBJECT **The Danube-Black Sea Canal**

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1. The mouth of the Danube-Black Sea Canal, 100 meters wide, starts 300 meters north of the Inginer Saligny Bridge. It is reinforced by an embankment of wooden piles, 100 meters long and six meters wide. The embankment prevents sedimentation of earth carried by the Danube.
2. Starting from its mouth, the Canal first extends 450 meters inland, 8 meters deep and 100 meters wide. This portion is, at present, filled with water.
3. On the right bank of the Canal there is a stone pier, three meters higher than the water level. The stone pier extends a distance of 300 meters.
4. An earth breakwater is constructed some 500 meters from the Canal's mouth. The breakwater is five or six meters high and three meters above water level. The breakwater covers a surface extending from the hill which holds the railroad tracks (Fetesti-Cernavoda-Constanta railroad line) to the hill located north of the Canal.
5. This breakwater prevents the flooding of the lower areas, north of the Canal. The enclosure of land comprised by the breakwater, the Danube and the Canal, is constantly filled with earth obtained from digging the Canal. From the breakwater and for a distance of two kilometers, the Canal is 100 meters wide and four meters deep. Four excavating machines work on the first portion, 700 meters from the earth breakwater. The excavators dig on the right bank of the Canal into the hill. The resulting earth is transported to the left bank where the terrain is being filled.
6. At about two and one-half kilometers from the Canal's mouth, two dredges with suction pumps are functioning. These dredges have done work on the Canal for the previous two kilometers, and at six meter depths, down to the first lock. These dredges started on a four meter wide Canal into which waters from the Medgidia Lakes had been diverted.
7. Lock Number One is located at six kilometers from the mouth of the Canal. At this point, a railroad bridge is under construction and also under construction is the foundation of the lock.
8. The Saligny-Cernavoda road used to wind around a hill and twice cross the railroad tracks. At present the road leads directly to the left bank of the Canal, as the excavators have pierced through the hill.
9. The Canal goes approximately 100 meters south of the Mircea-Voda railroad station. In the portion between this point and the lock, the Canal is merely a trench, four

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meters wide and three meters deep, in which water from the neighboring areas has been collected, permitting, in the near future, the digging to be taken over by dredges.

10. In the vicinity of the Saligny village and approximately three kilometers southeast of the Saligny railroad station two pumps are installed on the Canal. The pumps are 60 centimeters in diameter. They drain out water accumulated from rains or infiltrated from the neighboring areas which may endanger the work carried out at the lock.
11. In the area of the Mircea-Voda railroad station, the Canal is being dug by three dredges with suction pumps. Two of the dredges work in the portion neighboring the lock; the third one is functioning in the direction of Medgidia. In this section, the Canal is dug out on a length of 400 meters, 100 meters wide and 10 meters deep. In front of the dredges which are at work on the Canal between Mircea-Voda and Saligny, there are several "draglines." The draglines had already been used to dig on an area three kilometers long and three meters deep.
12. Seven draglines are set ahead of the dredge which digs on the Canal in the Medgidia area. Those seven draglines have dredged the right bank, on a length of six kilometers and a depth of three meters. In width, this section extends almost to the narrow channel (four meters wide).
13. Further up the Canal passes 100 meters south of the Medgidia railroad station. In this section, the Canal is just four meters wide and three meters deep. This trench-like excavation is to collect water.
14. The four meter wide and three meter deep channel which runs through the middle of the Canal continues until it reaches the second lock: Poarta-Alba. On a portion of 600 meters from the Medgidia station, the work on the Canal is very rudimentary. Manual labor is used; the laborers are prisoners. In a primitive way, the prisoners have dug a channel, one kilometer long and one meter deep.
15. The second lock is located at the entrance of the road which goes into the railroad of the village of Poarta-Alba, at the point where this railroad intersects the Canal. Here, two parallel bridges are being built for the road and for the railroad tracks. At the date of observation the bridges had their cement supports already built. At the date of information, the foundations of the locks were also ready. From the point where the second lock is to be built, the Canal is being built in the direction of Medgidia. At this time it is 700 meters long, a depth of six meters, a width of 100 meters, and this section is filled with water.
16. From the east end of the Poarta-Alba village, extending to the village of Nazareea, (Galesul) the Canal has been dug for six kilometers, to a depth of six meters, with draglines. The earth dug from the Canal has been transported and spread on the left bank. From the village of Nazareea towards the village of Ovidiu, the Canal, for a distance of one kilometer, has been dug by two draglines and four excavators. It is 12 meters deep because at this point the Canal crosses a hill. From the point where the work ends, and reaching for a distance of 7 kilometers, the Canal has not been worked on at all. It has only been planned, because it has to go through a valley.
17. Eight kilometers from the village of Nazareea and three kilometers before reaching the village of Ovidiu, the third lock is being constructed. This lock is located on the west side of the Suit-Ghiol ^{/sig/} lake. At the date of observation, the foundation was finished.
18. From the place where the third lock is under construction for a distance of 2.5 kilometers, the following machines are at work: Seven large excavators of two cubic meters capacity, five small excavators of one cubic meter capacity, four large drag- 25X1 lines of two cubic meters, and three small draglines of one cubic meter capacity. In this place there is a rocky hill, therefore, 25X1 teams of the Energo-Constructia have to blow up the rocks with dynamite. The excavators and the draglines then load the stones and earth on wagons. The stone is transported to Valea-Neagra, near the camp of the Valea-Neagra Peninsula, between the Canara railroad station and the Suit-Ghiol Lake. Some of the stones are carried northwest of the Valea-Neagra village, where there are stone cutting plants. These plants cut the stones into milestones, blocks for sculpturing and small stones for pavements. Prisoners work at these stone-cutting works. Works to enlarge a valley between mountains are being carried out in this region in order to reach the necessary width of 100 meters for the Canal.
19. The Constanta-Ovidiu-Tulcea road was interrupted at its intersection with the Canal. A bridge is being planned. In the meantime a temporary road has been built on the embankment in front of the Canara railroad station. The road connects with the old road at the place where the Constanta-Harsova splits.

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20. At the Suit-Ghiol Lake, embankments have been built on both sides of the Canal out of large blocks of stone. These embankments are twelve by fifteen meters wide and stand two to three meters above the level of the lake.
21. At this part of the Canal, two dredges with suction pumps are at work. They discharge into the north part of the Suit-Ghiol Lake which had been isolated from the rest of the lake. This north part of the lake, which has a length of 12 to 13 kilometers, is scheduled to be dried and leveled for the building of a new city.
22. From the exit of the Canal at the Suit-Ghiol Lake to the Valea-Neagra railroad station, the Canal is two to three meters deep and has its scheduled width. The work on the Canal still continues to be carried out by prisoners.
23. From the Valea-Neagra railroad station to the Ovidiu-Navodari road, two large excavators (two cubic meters) work on this stretch. They dig into a hill. The Canal is being dug to a depth of 12 meters and the excess earth is taken to a valley behind a graveyard of the village of Navodari.
24. Approximately one hundred meters in front of the Navodari graveyard, for a distance of one kilometer, the canal is being dug by four draglines. As it goes through a valley, the depth of the digging is approximately four meters. The rest of the Canal, which is 500 meters long - to the Lake of Tasaul - is only planned, but no work has been done.
25. At the Tasaul Lake, work is being done on a harbor.

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